(b) Handing over of NH 52 to Border Roads Organization is yet to be completed. BRO is finalizing the development plan of this National Highway in a phased manner.

(c) The allocation of funds for the development of National Highways including widening, improvement and replacement of bridges is made State-wise. Works sanctioned and expenditure on NH 52 in Assam during the last three years are as under:—

(Rs. in lakhs)

Year	Value of Sanctioned Works for NH 52	Expenditure on NH 52
1999-2000	889.74	990.00
2000-2001	1065.03	372.90
2001-2002	1142.44	1493.53

Economy in Fuel Consumption by Laying Cement Roads

4635. SHRI CO. POULOSE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state: v

(a) the cost of laying one kilometer of bitumen road and cement road and the life span of bitumen and cement road, separately;

(b) whether there would be saving upto 15 per cent in fuel bills for new roads laid in concrete in comparison to bitumen roads constructed at the same time;

(c) whether Rakesh Mohan Committee pointed out that Cement Roads would save Rs. 25,000 crore in transport cost and the maintenance costs would be negligible and the life span would be 40 years; and

(d) if so, Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) Costs of bituminous road and cement concrete road

depend upon a number of factors *viz.* type of soil, class of roads, traffic, design life, size of project, availability of materials and requisite equipments etc. The cost of cement road is about 15—20% more than bituminous road. Cement concrete road has longer design life of 20—30 years in comparison to bituminous road designed for 10—15 Years.

(b) No study has been conducted for savings in fuel on concrete roads in comparison to bituminous roads.

(c) No, Sir.

(d) Does not arise.

Maintenance and Development of Highways

†4636.SHRI P.K. MAHESHWARI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount of Central assistance allocated by Government to the State Governments during each year of the Ninth Five Year Plan for maintenance of roads and development of highways;

(b) the targets fixed by Government during the said period for this purpose;

(c) whether these targets have been achieved; and

(d) if not, the status of every State at present and the reasons for non-achievement of targets?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI: (a) The Central Government is primarily responsible for development and maintenance of National Highways. The responsibility for development and maintenance of other roads are with the respective State Governments. Funds allocated to the State Governments during Ninth Plan Period for maintenance & development of National Highways are as under:—

†Original notice of the Question was received in Hindi.